



Public Workshop #1 Results

Small Group Responses

1. The following issues should be added to the issues list:

Management / operations (17 mentions)

- Lift ticket type approach
- Access: kids; dogs; number of people
- Sustainability for all stakeholders
- Trail etiquette
- Eliminate the unsustainable shortcut from the top of the Incline to Barr. Part of solution: get Forest Service to designate a road to connect to the Barr Trail as a system trail
- Congestion
- Needs free ice cream at the top! And beer
- Intensive military usage: they should be involved in maintenance, costs, shuttling
- Season pass for usage of trail – like a fishing license; updating liability waiver
- Economic value: does it help Manitou? Could it create jobs?
- Fund development: what is the revenue strategy?
- A community gem: branding of Incline – the outdoor city
- Sponsorship: Fort Carson; Olympic Center
- BRANDING
- Love the old Cog – fond memories; would like to see it shut down and wild land preserved; fitness mentality not hiking mentality. Restrooms, human feces, smell (Barr trail, too); Weather shelters part way up or on top; Emergency procedures (e.g. old ski lift); rock slides in addition to erosion control; charging a fee; season pass; steep trail when running down Barr at spot near top of Incline; need a 2nd trail for Incline users; danger on Barr, no longer for hikers; needs to pay for itself – financially viable. Governing advisory board; A new switchback trail for backpackers; less user issues. Resident only parking permits coordinated with Cog times; bus to another outside lot?
- Commercial sponsors for maintenance needs like the Adopt-A-Highway program

Traffic / parking (13 mentions)

- Signage to direct traffic to system trails
- Parking
- “Ski lift” from remote lot to Cog and Barr Trail / Incline
- Parking issue should include traffic flow
- Bike racks (cruiser bikes at remote lots) – shuttle bikes
- High school shuttle – piggyback; arrow or sign pointing a way from shuttle
- Encourage people to ride bikes to trailhead – bicycle valet; donated bike racks? Bike lanes needed on Colorado Avenue and Ruxton to make this idea safe

- Danger to pedestrians on Ruxton, especially between Melodrama and a couple of blocks toward Manitou Avenue
- Need secure bike parking
- Bike valet; bike racks; bike lane
- Cog railway employee shuttle from high school; piggyback on this for public use? Pay to ride? Bigger bus? Only in the summer
- Bike racks
- Utilities has a public-affairs division with a \$6.14 million budget. Ask for donation for parking garage

Trails / trailheads (3 mentions)

- Another location for trailheads
- Safety
- Need bail points on the Incline so people can get off to Barr Trail. Inexperienced users get “caught out” and don’t know how to escape

Planning process / Plan implementation (3 mentions)

- Short-term solutions
- Since people are already allowed to trespass and use the Incline illegally, this planning process has no bargaining power
- Check with other cities – what they do for their popular areas and parking access: Denver, Telluride, resort towns, Aspen and Maroon Bells

Additional

- Impacts to water pressure on Ruxton

The 5 issues our group thinks are most important to resolve through the Incline plan:

Management / operations (32 mentions)

- Multiple owners agreeing to one management system; a mediating agency to enforce usage policy
- User fee for a sense of accountability; or set up donation collection; use for maintenance; make it an asset; reduce traffic
- Who to ultimately manage? District? Maintenance / management – provide area focus; income / outgo – volunteers with overseer? land use issues / overlays – tourism interface?
- Safety, maintenance, lowering liability issues
- **CLOSE IT DOWN NOW**. Enforce no trespassing. CSU has the media connections and size of organization to implement closure as they do in many other areas
- Reduce the carbon footprint, trash and dog poop in the canyon; limit the number of daily users or limit the days it is open
- Closing of the Incline / state of the Incline
- Sustainability for all stakeholders
- Who is best suited to manage it? City of CS? City of Manitou? Forest Service?
- Management – which one group can manage and maintain? Can volunteers continue to maintain waste, trash, toilets?

- Incline should pay for itself. Use volunteers for maintenance, etc. Pay for parking – ski resort model for parking fees – close parking costs more, remote lots cheap or free and free shuttle (to encourage people to use it)
- Educate trail users. Inform about impacts – why [they should] stay on trails, etc.; tell people about difficulty (already do for Barr Trail). Dog control – leash, waste, etc.. Etiquette – ex[ample]: runners coming down v. hikers going up Barr Trail
- Distribute costs: Cog should pay fair share; Affordable frequent user fee; leverage partnerships – military, school, Olympics
- Current sanitation facilities inadequate
- Trail etiquette – uphill traffic has right of way; leash law strictly enforced
- How the 3 owner entities combine to one owner and who should it be? Forest Service? Incline management structure with owner and climber members?
- Waiver of liability – you should always assume your own risk. Rule: you cannot sue. Have an Incliners’ code – rules of etiquette
- Solution must be sustainable. How do we pay for it? Usage fees, marketing opportunities? Season pass? Buy a timing chip that times you and shows your time on Incline; pay for parking
- Dogs and trash
- Social etiquette – use of ipods, headsets
- Warnings and education; knowledge and awareness of difficulty level
- Environmental impact / congestion
- Waiver of liability
- Safety
- Litter / trash
- Cleanliness / sanitation / user impact
- Funding is an issue for all of these
- Operations, management, marketing: safety and respect; RESPECT
- Safety and sanitation – waiver
- Three owners give up management to an Incline authority or Forest Service; Incline management structure
- Waiver of liability: access at own risk; limit liability; have an Incliners’ code rules of etiquette
- Solution must be sustainable: pay for repairs or maintenance; user fees and marketing opportunities; season pass; race with time chip; pay for parking

Traffic / parking (23 mentions)

- Increase [the] number of ways to access trailheads so that traffic and parking are dispersed away from Ruxton
- Create remote parking areas and provide a shuttle
- Collect and analyze information especially carrying capacity: Ruxton traffic and parking; residents’ and businesses’ parking needs; Incline, Barr Trail, Cog
- Traffic and parking issues
- Parking / congestion
- Safety: ability to get 1st responders to all stakeholders
- Parking – issues are emergency access and residential parking. This is not caused only by Incline users; need more data on % of users; Cog users are a problem
- Parking enforcement – everyone knows there is no consequence for parking illegally
- Parking. Ensure residents have access and parking. Shuttle or trolley. Access to trails
- Emergency response, especially for residents; also for trail users
- Parking: consider roundabout in front of Cog
- Traffic flow: concerns over how busy Ruxton and Manitou Avenue are; should encourage bicycles
- Shuttle: from existing major parking areas (including in school lots)

- Resident safety requires faster access for emergency vehicles
- Parking / traffic (traffic created by lack of parking)
- One-way traffic recommendation
- Parking – need more; could be outside of immediate area; parking garage – one level up or underground; shuttle / open air trolley; resident fire danger is real
- Parking
- Parking, spaces, day lots
- Traffic / congestion / parking / respect for residents
- Parking: tour company; away from the main trail; removing parking sites by trail; constant running of shuttle
- Traffic / parking
- Parking: need more; could be outside of immediate area; parking garage on land up or even underground; shuttles; open-air trolley; resident fire danger

Trails / trailheads (13 mentions)

- Keep access to Barr Trail and Ute Pass Trail
- Trail connectivity could help alleviate congestion, but many people don't want to park in town and walk to get to the trailhead. Can we make a true trail from town?
- Social trails. Close social trails; develop 1 sustainable trail; talk to Forest Service about the old road and making that a system trail; it connects top of Incline to Barr Trail. Erosion and drainage for the Incline and Barr Trail; maintenance for Barr Trail and Incline
- Trail maintenance
- Alternate trailhead(s) to connect to Incline; awareness of other trails
- Trail maintenance
- Trail maintenance
- Trail safety
- Safety: spikes, rust and rebar need to be repaired
- Trail access / connectivity / expansion / network
- Trails and trailheads: Trailhead – expand or reroute using existing trails
- Maintaining Barr Trail for hikers and still keeping fitness element
- Alternate trailheads to connect to trailhead

Planning process / Plan implementation (3 mentions)

- Concern re: veto power over entire process at end
- Need short-term solutions: traffic / parking, trail safety improvements now!
- Planning process: narrow down to focus on viable options

Additional

- Solutions must be balanced: impacts on historic character of community
- Preserve the character and quality of life in the upper Ruxton area!
- Burden on Barr Trail
- Incline: make it protected open space; no development or houses; keep it challenging
- Erosion and rock slides
- Preserving wild land / nature v. developing land

What our group would most like to see when it comes to Traffic and Parking:

- Short-term solutions too!
- Residents only; Cog and Chateau; problems with fire / police to access in emergencies – especially fire!!
- Ruxton is for Cog and residents only parking
- Relieve congestion on Ruxton; comprehensive parking solution to include Cog users
- Shuttles free; pay for parking close in; residents need a place to park and need access; increased enforcement. Some problems: people parked in middle of road, people parking on private property. Emergency response
- Reduce traffic flow; use existing lots; shuttle use; encourage bikes
- “Lot Full” sign
- Improved options (biking, trolley, parking garage)
- Shuttle service; paid parking; using Cog parking when not running
- Cog railway overflow lot (in off-season); add more spots by transfers
- Shuttle / trolley
- Alternate routes; no alternate routes
- Sign at bottom of Ruxton: is parking available; some way to communicate vacant / full
- Parking passes (monthly or annual)
- Shuttle
- Secure bike parking / valet
- Enforcement (= \$)
- Respect and accessibility
- Ride shuttles in from the center of town; trolley loop
- Would be willing to pay a parking fee

What our group would most like to see when it comes to Trails and Trailheads:

- Keep natural character but improve safety
- Keep Barr Trailhead parking for Barr Trail. Keep Incline parking down below Ruxton – dedicated lot paid for by users??
- Minimum maintenance; here 100 years from now but not changed; no dogs
- Better connectivity
- Social trails – close ‘em. Improve maintenance on Barr Trail to accommodate impact from Incline users
- Spikes, rust, rebar, etc.
- Better trail off top
- Alternate trailheads; new trails
- Etiquette; dogs
- Maintenance
- Alternate trail network
- Don’t make “too safe”
- Trail connectivity (nested loops / disperse use and parking)
- Maintenance (erosion control and stabilization, but keep character)
- Cleanliness, dog control (whether leash / voice, etc.) and enforcement
- Integrate “Ring the Peak” and other trails
- New access to Incline; several access points
- Give Barr Trail back to the hikers, not fitness folks
- Water stations, shelters for safety
- Widening Incline trail

- A safe and preserved trail for hikers and backpackers that's different than an Incline trail for fitness use (dual use!)
- Don't sacrifice Barr Trail
- Rustic "to a degree"

What our group would most like to see when it comes to Operations and Management:

- District to represent all users / uses
- Liability / maintenance, including parking lot maintenance; whose tax dollars? Manitou residents should not be paying for this!! (unless only M.S. residents use it!)
- No dogs! No children under a certain age
- Pay for use
- What entity is best to manage the Incline and its stakeholders?
- Fund trail maintenance with parking fees. Close in parking with higher fees; cheap / free at distant lots with free shuttle
- Use volunteers. Create "Friends of Incline" group?
- Partnership with groups like military. Distribute costs fairly
- Self-sustainable funding-wise
- One "entity"
- Sustainable solution
- One management company
- Warnings
- Forest Service, City of Manitou, City of Colorado Springs, private (boo)
- Accountability of \$; generation of \$; parking fees to maintenance (trail / parking)
- Feedback loop to adjust management
- Donation box and suggestion box
- Website to harness activity
- Maintain multiple shareholder input
- Marketing should be separate
- Pay for itself – financially viable
- Restrooms to eliminate / reduce human waste
- Control of dogs and dog waste / smell; should dogs be allowed at all on Incline? No dogs on Incline, but still [allowed] on hiking trail or Barr
- Health warnings
- Set hours [for] night / early morning use; conflicts with military people using Incline (recently stopped with ban from Ft. Carson)
- Let people know there is more than one way to get down; provide and promote choices and other fitness /hiking options

Individual Responses

What would be most important to you for the Incline plan to accomplish?

Management / operations (39 mentions)

- The Incline plan should be a sustainable plan that provides for maintenance and the overall health of the area
- To maintain its use. Manitou users should take precedence if a fee is to be imposed — charged less than CS, tourist users
- Keeping the Incline open and maintaining its historic appeal. Sustainability of the Incline in its current state for the next hundred years
- Sustainability — not piss off any particular stakeholder to ensure it is never closed down. If done right, the Incline brings more good than bad for everyone
- Respect the people that live around there
- Maintenance could be and should be self-sustaining
- Single management!
- Have the Incline and Trail be able to be maintained and sustained through the legalization
- Sustainability
- Involve group users — military, sports teams, churches, Manitou high school--in financial support and upkeep
- Make it a formal attraction with policies (enforced) in place — code and etiquette
- Short, intermediate, long-term solutions
- Find out who is responsible (what property owners) for cleaning up the scar on the mountain and beginning re-vegetation of the Incline
- Create the Upper Ruxton Canyon Recreation District — soon!
- Incline maintenance
- Making this legal which seems to be a big issue, then go from there — parking, trash, etc.
- Co-habitation of all hikers
- Continuity of management
- Dogs and issues with sanitation of the trail
- Involvement of groups using the Incline (military, OTC, church groups) with fees and also volunteer commitment
- Affordable use by frequent users
- Create a season pass to help cover the costs of repairs and upkeep
- Come up with a plan and then enforce it. Make it simple but use it
- That it is decided to close it down; continue making it illegal; tear out the bars and reseed. Keep it illegal and enforce it! This has gotten too out of control; destroying the canyon and the neighborhood
- I would like to see the Incline closed. Imagine how lovely that would be for Manitou. Why should we compromise the quality of gentle living on the west side and Ruxton Ave. neighborhoods to accommodate a minority? What's in it for Manitou? Is it worth trading off trash, erosion, human waste in Ruxton Creek, Intemann and Barr? I can no longer hike Barr for the continuous runners charging downhill. I can no longer picnic on Barr (at the rocks) for the stench of urine and soiled underwear at that majestic point
- To make the Incline accessible while respecting Manitou Springs (residents, parking, trash, dogs, etc.)
- Open to public
- Legalize

- To get it open
- Keep it available. Please don't take it away! The Incline is my happy place and has enabled me to be in the shape I am in. I am a freshman on the CU Boulder XC team and got 5th at Nationals. Training here is the best way I can train to one day win! I believe many athletes have the same feeling. This is a jewel to Colorado and exemplifies the outdoor state we are. If the Incline becomes legal can there be an official race? Maybe Matt Carpenter would like to help organize it because he puts on such good races! I would love to help, too!
- To be able to open the Incline to the public
- To actually have it open to the public to use
- Opening the Incline
- Continued accessibility to enjoy the "experience"
- Open it to public in some way, shape or form
- Make the Incline legal
- To make it legal
- Make it legal
- Preservation of our history. Just a thought. It has over 100 years of historical value. Preservation of a national monument

Traffic / parking (37 mentions)

- Implementing creative resolutions for traffic
- Barr Trail lot for Barr Trail. No Incline traffic beyond the Cog. Better pedestrian access from Spring Street up (there are no sidewalks)
- Piggy-back on Cog's shuttle bus from high school
- Make a parking garage either paid for by joint venture between the Cog railroad and private grants/donation set up as separate ownership. Ask Springs Utilities for \$1 million donation from their public relations department (out of their \$6.14 million budget) for garage parking. Ask El Pomar for a matching grant. Charge \$10/year use fee for maintenance and building parking garage
- Parking/shuttle to respect homeowners
- Resolve parking issues for Incline/trail users, residents, businesses
- Fix the parking/trailhead access problem. Give the residents back their street
- Parking
- Congestion
- Barr Trail parking should be only for the trail
- Parking and courtesy
- Parking issues
- Traffic
- Create a separate access north of the Cog and Ruxton Ave
- Congestion and parking
- Parking and issue resolution so it is easy for elected officials to open up the Incline to the public
- Parking issues: need to increase parking; probably should charge for parking; if there is a charge for parking there needs to be an option for a season pass; illegal parkers should be ticketed
- Parking
- Less traffic in the narrow corridor of Ruxton Avenue; (Barr Trail is more narrow than the Incline); parking use of land vacated and available; alternate form of transportation; alternate routes use (?) undeveloped lands along US24
- Avoid extreme additions to traffic and parking
- User quota and shuttle

- Parking issues. Resolve in a positive manner that includes consideration of residents, users of Incline, Barr Trail, Iron Springs Chateau (they tie up huge amount of parking with little to no management; also no input of funds from Chateau)
- Resolve the ongoing traffic issues (parking, traffic on Ruxton)
- Parking, parking and parking
- Parking issues cannot be separated from traffic flow issues. Bottom line: the Cog Railway is bringing in 200,000 people who are not being managed. The Cog needs to take responsibility for them by contributing to the update of the infrastructure: upper Ruxton needs a turnout for Cog traffic (suggest strongly a roundabout with 2 lanes going up in front of Cog), sidewalks on both sides and managed crosswalks
- Parking
- Parking/flow — Support the shuttle idea for Cog/Incline/Iron Springs so all these businesses/needs contribute to maintain shuttle; dollars percentage go to maintain trail (so these businesses are involved)?; disperses parking away from aesthetics of area (parking facilities downtown); helps local churches/residences to have priority of road
- A parking plan that makes it safe for the residents and people walking/biking to and from trailheads
- Incline access and parking
- Reduce traffic congestion on Ruxton. Incorporate Cog users
- Traffic/parking
- I think creating a better plan for parking and traffic is most important
- Parking. Using Barr Trail is near impossible because all parking is taken by Incline users. Residents need parking and access
- Parking all around
- Manitou residents must have parking
- Addressing traffic and parking congestion on Ruxton Avenue. Residents need to come first! We live here and spend our money here year-round! Need a viable and real solution to reducing traffic, promoting safety to pedestrians and children. Look at the Catholic church for example! They simply don't park at church but they go anyway
- Incline area congestion
- Ensure the ability for first responders to get to all stakeholders

Trails / trailheads (12 mentions)

- Trail system expansion/network
- Establish enough parking for Incline users while considering access and respect for nearby residents
- Reduce the erosion on the Incline itself and the social trail at the top
- Consider other trail possibilities from the west at the bottom, from Ute Indian Trail and higher on Mt. Manitou
- Close the social trail from top of Incline to Barr Trail. Designate the road from top of Incline to Barr Trail as Forest Service System Trail
- Erosion control — ground cover put ties securely back in position
- Mitigate the erosion and environmental impact to Pikes Peak. Also, get Forest Service to designate the old road from Barr Trail to top of Incline as a system trail. Close the social trails and install signs to direct users to the old road as the route back to Barr Trail and the trailhead. Signage should also educate users on environmental impact of social trails and cutting switchbacks
- Keep the Incline's character
- Congestion on the Incline itself

- Safety of trail (metal)
- Safety — spikes/rusty iron
- Make it safe
- Safety — control rockslides
- Make it safe

2. Do you have any concerns about the plan?

Planning process / Plan implementation (27 mentions)

- Why weren't the voices heard from people who think it should remain closed? Some people think it should remain closed, remove bars, seed, plant, and enforce the closure!
- People who support the plan who are not involved in the creation of the plan or don't live in Manitou are not familiar with the problems of the residents
- The decision that closing it is off the table already
- That with all the groups involved nothing will happen
- I agree about the concern with “veto power” from the land owners at the end of a long process
- I am worried that people who have no interest in hiking and running won't understand my view but so far all the ideas in the plan keep it alive!
- Paralysis by analysis or deadlocks
- Veto power of owners at end
- The final veto, it needs to be open
- My main concern is that owners of the property could “make their deal” and legally open the Incline before issues such as traffic and parking are addressed and dealt with. I honestly do not trust the owners and/or our local government to deal with residents' concerns before opening the Incline
- Buy-in of the three owners. I'm wondering what will make the owners want to open it
- That the Cog can veto any plan
- Ultimate approval of some (suggestions?) and then can it be altered
- Lack of Chamber of Commerce involvement. We should get some numbers around business benefit
- I would suggest beginning these meetings with an explanation of why we want to do this. For a fraction of the cost of opening it, we could hire a guard to close it and generate revenue fining those that trespass
- It (the plan) seems to have a lot of “extra” things unrelated to the main Incline problem/solution such as interconnection of other trails, a downtown train/trolley, etc.
- Concern about all parties being considered (Incline users, residents)
- CS Utilities' inertia, as demonstrated in the South Slope process
- If there needs to be buy-in, commitment that an agreement/plan will be reached rather than going through this process and it will be rejected. That seems wrong
- That the plan will leave room for liability in the future that could be exploited, putting this lengthy process as a waste
- No, feel confident that whatever the outcome, you have thought of all the ins and outs
- I don't know how all these issues can be addressed to make a feasible plan for everyone but I'm glad you're doing something
- That the current owners won't be able to come to an agreement on what would be the best course of action for everyone. Fear that greed will be the main motivator
- If this plan happens, what impact will it have on the Incline (numbers of people)
- Time to complete it

- The plan seems to cover every possibility
- Great plan but may not change the status quo

Management / operations (26 mentions)

- Enforcement of the plan
- Enforcement
- First enforce the no trespassing. Then open it once issues have been resolved
- How will issues/laws be enforced?
- Management overall
- I believe the number of people using the Incline has grown to a degree that it is completely unsustainable. Overuse, abuse, fire, rock slides, car alarms, verbal arguments over parking, humans defecating everywhere but the toilet
- That it will limit accessibility, be over-regulated and made to be like Disney
- We need a sustainable plan
- Sustainability
- Need a comprehensive plan to maintain the Incline
- Where will the money go?
- High fees that will force folks to subvert the plan
- Funding is needed so I support fee-based funding. However, the fees should not be prohibitive. I support a license concept like fishing license or ski pass
- \$\$\$ The costs to do it. The possible fees of charging people who use it. Who's going to manage it?
- Funding. If fees, will get expensive for frequent users; taxes, shouldn't be paid by just Manitou — include Colorado Springs
- Only the lack of a funding plan. The use of a pass system much like the pool would be one solution
- Yes. All parties using the Incline (military, running groups, USOC) need to contribute financially to supporting the infrastructure (traffic flow, parking, water) that supports the Incline
- That collecting the fees and providing shuttle/parking lots, etc. might cost more than what the fees generate
- Willingness to explore business taxes to help pay for costs given that this is considered to have some business benefit
- Costs. If paid parking is implemented across-the-board, it will force users into the neighborhoods
- That the Incline will be over-marketed and made too touristy or “Disneylandish”
- I want the Incline open
- Incline should be legal
- The safety of individuals who are not in shape for an Incline experience
- Dogs are going to be an issue if traffic increases
- Not too much regimentation. Let's not “manage” this thing to death

Trails / trailheads (7 mentions)

- I believe that the Incline should basically be left as is rather than making lots of changes for safety issues
- Don't pave it, keep it rough, “character”
- I don't want the Incline to become so “improved” that it doesn't become fun or challenging (that is, even, paved stairs)
- I am concerned about changing the character of the Incline. I think it's important to maintain and preserve everything we love about the Incline
- Trail maintenance needs to remove the rebar

- That it would be “one way up.” From personal experience I find that the main hindrance to circulation is people who have no concept of trail etiquette who stop in the middle of the trail to rest or talk thus causing bottlenecks. Also people with dogs
- I wonder if another trailhead could be created elsewhere, lower — out of Ruxton Canyon — so that access is not in Ruxton Canyon to improve parking, traffic and congestion

Parking / traffic (4 mentions)

- The traffic for Pikes Peak is great also, not just Manitou Incline
- Early morning parking could be different than the all-day parking say after 8:00
- Start the residential parking now!
- Resolving parking

Additional

- Carbon footprint
- Making Ruxton folks happy
- Have not seen the plan
- Not at this time
- Yes. I'm concerned that this will just lead to more problems with residents, different residents, who is in control, taxes, billing, jobs
- Liability. If you're hiking the Incline and get injured you are S.O.L. Pay your own hospital bills, no going after the city

3. *What was of greatest value about this workshop?*

Hearing others (27 mentions)

- Hearing the ideas of fellow community stakeholder and getting to know them
- Just hearing that most are thinking the same way
- Seeing various perspectives
- Learning about all concerns related to the Incline
- Hearing a variety of opinions from various user groups and involved residents
- The realization of safety concerns to the residents and the seriousness of the plan
- To further understand every stakeholder's main concerns and how they relate
- The people I spoke to
- Hearing from neighbors impacted by the Incline on a daily basis
- Difference between fitness users and leisure users and hikers
- Open my mind to others that are infringed upon by all the traffic
- Wonderful to discuss opinions — the camaraderie — all wanting the best for the Incline and people
- I did get to see other views; I do understand that there are a lot of issues such as parking, traffic, etc. and I am excited to be a part of the workshop to think of solutions but my number one goal in attending is to make sure that I can do the Incline along with everyone else for the rest of our lives!
- Hearing everyone's ideas
- Getting the ideas and opinions of others, to see the passion come out and the dedication to working together towards a common goal
- Sharing of ideas
- Others' insights
- Discussing all issues with people on both sides of the topic
- The greatest value of the workshop is the discussion sessions

- Listening to the ideas of others
- Reading and listening to other ideas and opinions
- Meeting others from different views on this issue — some “users,” some residents
- Listening to others' thoughts
- Exchange of ideas
- Talking with other groups
- Awareness and the different views
- Different views. A lot of similar concerns

Receiving information (13)

- Finding out that the decision to plan to keep it open was already made prior to this meeting!
- I found that there are alternate ways down besides Barr Trail
- Learning the issues
- Reading about the proposed solutions
- Getting an update on the situation
- That something is actually being done
- I learned about the Incline
- Learning things about the Incline I did not know
- Knowing teams that are working on it, very optimistic
- Discover how involved and representative this process is. I am impressed and grateful for the “wholeness” of this process
- Getting ideas on how to make it feasible to have the Incline legal
- The printout of issues
- It was great to become more aware of the issues surrounding the Incline

Working together (11 mentions)

- Buy-in from all communities
- Working and sharing ideas with others
- Collaboration! Good vibes and thoughts
- Bringing multiple folks together
- Creating the community of Incline users
- Personal involvement/responsibility/accountability to assist the process
- Connection with community brainstorm a common proposal
- Talking to other people and getting feedback from all
- The group dynamics
- Passion of those who showed up to participate
- Input from all sides (residents, users, businesses)

Having a voice (3 mentions)

- Getting to vent my frustration about all the issues associated with the Incline's impact on our valley
- Having a voice in the process
- I appreciated feeling like my voice was heard

Good session (2)

- Great to have it organized and facilitated. Great to tap into the creative talent of the participants
- Good approach

Additional

- I think the concept of shutting it down for a month or so before the official opening has some merit. Sometimes we need to lose something to appreciate it
- This is such a needed task force I'm glad something is being done. Thank you!
- The fact we are planning this "grand opening" for enjoyment of this landmark
- The fact that public entities are interested in finding a solution (hopefully positive)

4. Do you have any workshop suggestions for improvement?

Good process / session (15 mentions)

- Keep it up!
- This format worked well
- Not yet — just happy to finally be a part of this
- No, went well
- Nope, no suggestions
- None
- This was good idea
- No. Great job!
- The workshop was a good experience. I believe that the process which you are taking makes sense
- It was very constructive
- No suggestions
- No, I liked the format
- Worked good at our table. Enjoyed the discussion
- I like the way tonight was set up. It is really productive to work in small groups like we did tonight
- Great process so far

Incline suggestions (8 mentions)

- Perhaps warning signs for heat and oxygen for new people
- Trail etiquette signs
- Like the comment made about short-term solutions to show progress
- Chip timing race for "bragging rights" could generate a lot of money
- Maybe a foundation that could be set up for maintenance
- How about everyone walk up Barr and sit on the top to watch the full moon rise in silence. Work out in the gym. Let our natural environment be preserved for all the great trail activities to enhance health. There are so many alternative. Run up any of these mountains — that would divert the traffic
- Safety on and off trails all around [for] residents and tourists
- Improve top of Barr Trail off the Incline — or direct traffic to the other, wider trail

Shorter issues list (5 mentions)

- More concise reading material or getting discussion materials in advance via e-mail/snail mail
- List of issues could have been condensed for better understanding/usefulness
- Narrow down the list of issues. Too much info for folks to get their hands around. Need a few viable options to begin working on
- Too many issues
- Being able to read the info regarding issues and solutions ahead of time would have been helpful

Make it cooler (3 mentions)

- Fans or air conditioning
- Some cool air
- Air conditioning and/or water

Involve the landowners (2 mentions)

- A meeting between the three owners after the public speaks. Re-evaluation after the process is implemented (what worked and what didn't work)
- It would be nice to hear a representative from each landowner so the public would know the major issues needing resolving

Additional

- Interpreter for deaf participants. Advertise the fact that if an interpreter is necessary individuals should contact workshop leader
- Get more people involved
- Figure out a way to make sure a diverse (Cog, city, Incline users, residents, emergency personnel) group is brought in for discussion
- Add structured introductions to small group agenda
- To have the people that are to make the decision voice something that their voices will be listened to and they are that a solution is attained
- More workshops than listed
- Have more Q&A with an "Incline" board to answer the questions
- Provide maps!
- Beer
- Open discussion. I live in the Springs and don't really know the problems of the residents
- Better slides. Avoid the white text
- Start earlier—6:00pm
- Make sure each group has facilitator